

## DEMOCRATS ARE NOT ANXIOUS TO REVISE SUGAR RATES, SAYS RIEBE

Writer Does Not Believe Tariff Upholders Have Much to Fear from Wilson If the Governor of New Jersey Is Elected to the Presidency of the United States

Edgar C. Riebe, president of Edgar C. Riebe & Co., of Wall Street, has written the following letter on the sugar situation to the Henry Waterhouse Trust Co. of this city. Mr. Riebe has invested considerable sums of money in Hawaiian Sugar securities:

New York, August 2, 1912.  
Henry Waterhouse Trust Co., Honolulu, Hawaii.

Gentlemen: Regarding the revised tariff bill on raw sugar, reducing the duty from \$1.60 to \$1.60 per cwt., and abolishing the Dutch standard and differential, which was passed by the Senate a few days ago, we are this day in receipt of the following advice from Washington emanating from what we consider a reliable source.

The Sugar Bill is without amendments, as the Senate simply raised the rates from sugar to \$1.60 per cwt., but the Democrats were never very enthusiastic for any revision of the sugar rates, as sugar is strictly a Southern product. They will now assert that the Senate amendment gives so little revision as to be practically worthless, and that the bill will die in conference as a result. This will be agreeable to all parties concerned, except a few insurgent Republicans. The regulars are viewing this alliance with stoicism. They realize that it undoes all their work, but they also know that it gives the best opportunity for early adjournments. As every indication now points to the election of Gov. Wilson in November, which is predicted by most experienced politicians, and as Gov. Wilson has clearly and emphatically defined his views upon the tariff as being favorable only to a very slow and gradual revision of any schedule, it is not believed that a Democratic Congress will seriously attempt the passage of any radical tariff bills during the next session. Should the duty on sugar be covered by the next Congress, the revisions will doubtless be so slight as not to injure the interest of either the beet growers or the cane planters.

The chief agitation for the passage of a free sugar bill has been conducted at considerable expense by the Arbuckle and Sprackles interests, who, of course, have their own axes to grind, and quite naturally would like to control the situation by getting free raw material at the expense of the American producers, in order to squeeze the American consumers in turn.

However, the agitation and

lobbying conducted by the refining interests mentioned, has been so zealous as to defeat its very purpose. Nobody believed that the money was spent by them for this agitation for purely philanthropic motives, and this naturally led to an investigation of the real reasons for this activity in this direction. An analysis of the sugar tariff revealed the fact that this is probably the most dispensable in the entire list as it produces sixty millions revenue annually for the Government, and imposes what is practically no burden at all on the consumer. At the same time it furnishes sufficient protection to the producer so as to enable him, within a few years to raise sufficient domestic cane and beet sugar to supply all requirements of the population of this country.

Any material reduction in the duty on sugar for the next few years is therefore not only unlikely, but extremely impossible, if for only the reason that the Government requires the revenue desired therefor. The per capita consumption of sugar in the United States has been statistically computed at 80 lbs. However, this includes all the sugar used in canning, preserving, manufacturing of candies and other confectionery, etc., so that the household consumption of sugar certainly does not average over 20-25 lbs. per capita. No one will seriously contend that an abolition of the import duty on sugar would result in a reduction in cost to the consumer of jellies, preserves, candies, etc. The only saving that could possibly be effected would be on sugar consumed in household use. This maximum individual saving would total 47 1/2 cents per capita per annum, provided that the consumer received the entire benefit of all the duty. This is extremely improbable, as the refining interests would reap most of this advantage by maintaining the present or nearly the present level of prices for the refined sugar. It will therefore be seen that the possible benefit of the free raw sugar to the consumer is illusory and that the refining interests are the only ones who would materially benefit by such an act.

We are giving you the above information and views at length, in the belief that they may be of interest to your planters and others interested in the sugar industry.

Yours very truly,  
EDGAR C. RIEBE.

## HomeCourse In Road Making

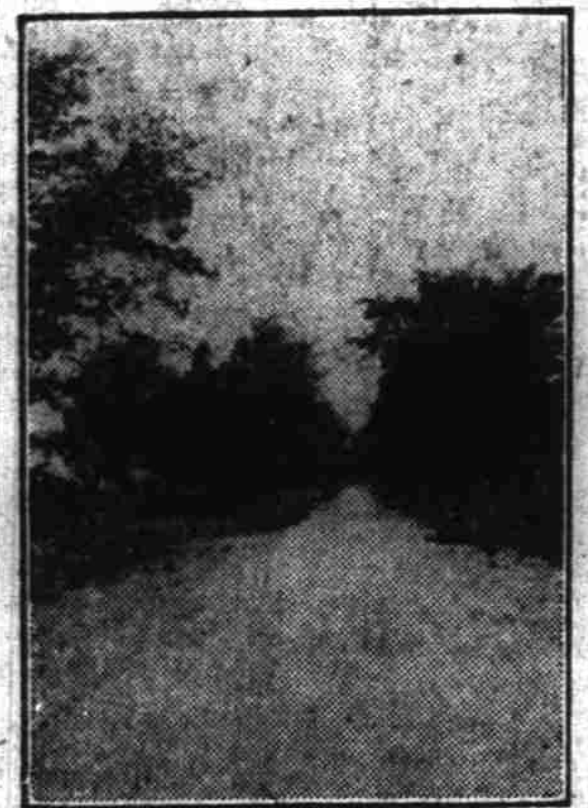
### IV.—State Aid In Road Improvement.

By LOGAN WALLER PAGE,  
Director Office of Public Roads,  
United States Department  
of Agriculture.

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THE principle of state aid and state supervision seems to offer the best solution of the road problem. The first state to adopt state aid was New Jersey, a law having been passed by the legislature of that state in 1891. Since that time about two-thirds of the states of the Union have adopted some form of state aid or state supervision.

In order to receive the aid of the state the counties or townships are required to pay a portion of the cost. This amount varies in the different states from 25 to 50 per cent, but in some of the states the whole cost of



A STATE AID ROAD IN NEW JERSEY.

certain trunk line roads is paid by the state. The principle of state aid is that the state contribute to road improvement out of a general fund to which all taxpayers contribute. The fund does not come from farmers alone, but from all the people, and especially from those that are more abundantly able to bear the burden of taxation. A great injustice has been done the farmers of this country in expecting them alone to shoulder the entire expense and responsibility of building country roads. The residents of cities have signified a greater willingness to contribute to this fund than those who live in the rural districts, notwithstanding the fact that practically all the state aid laws prohibit the use of the money within the limits of cities and towns. State aid tends to equalize the burden of taxation.

Every one who uses a highway or receives any benefit from it should contribute to the cost of its improvement. The farmer is not the only one who uses the country roads or receives benefit from them. They are also used by the country merchant, the lumber dealer, the itinerant peddler, the village doctor, the commercial salesman, by the wheelman and the automobilist, and to a greater or lesser extent by the entire people. The city dweller cannot drive without his daily supplies from the farm, and he must pay daily and in cash the greater share of all extra cost attending their transportation.

Some of the state highway departments are operated on a purely political basis, and it very frequently happens that the highway commissioners, as well as their subordinates, are removed from office for purely political reasons, no matter how efficient or competent they may be. This is the most serious defect in our state aid system.

Any law providing for state supervision and state aid should be so framed as to remove its administration as far as possible from the influence of partisan politics. A plan that seems to be meeting with general approval is one which provides for a nonpartisan, nonpolitical and technically competent commission that consists, for instance, of a professor of civil engineering from one of the leading universities or colleges of the state, the state geologist and one civilian member to be appointed by the governor. A commission thus constituted has a majority of its members selected because of their training and ability and without reference to their political affiliations. The civilian member appointed by the governor should bring to the commission the business ability essential to the proper and economic organization and prosecution of its work. At the same time, so long as the governor could appoint only the minority of the commission and the same being nonpartisan, there would be little inducement to make the position one of political preference.

The actual work of a state highway department should be under the direction of one man, possessing technical qualifications, experience and executive ability. This official should be appointed by the commission. He should be a civil engineer, skilled and experienced in road construction and maintenance, and his salary should be fixed by the commission. His position should be permanent, and he should not be removed except for incompetence or malfeasance in office.

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The state highway engineer should be empowered to appoint all of his assistants after proper examination and with the advice and consent of the commission, to receive all bids and to award contracts, to supervise the work of construction and maintenance, and, in fact, he should be given full authority in all executive work of the department. The state highway engineer should prepare a map of such of the main highways of the state as should most properly constitute a system of state or trunk line roads to be improved either in part or wholly by the state. State road improvement should be carried forward with the ultimate idea of developing a continuous system of trunk lines running throughout the state and connecting, if possible, with similar trunk line roads in adjacent states and with the necessary lateral roads in each county.

The state highway engineer should be given authority to call on county or township road officials for information concerning the roads under their supervision, and it should be made mandatory on such officials to furnish such information upon request. This is very desirable, as it is necessary for the state highway department to keep posted as to conditions existing in different counties.

In most of the state aid laws the initiative in obtaining state aid rests with the county or township authorities. This is a wise provision, because, in the first place, the local authorities are in better position to know what roads it will be to the greatest advantage of the county or township to improve, and, in the second place, they are best able to determine the extent of the county's ability to share in the expense of such an improvement. Another consideration of great importance in this connection is that if the initiative were to rest entirely with the state there would be a certainty of conflict of authority between the state and the counties, resulting in the ultimate failure of the state aid plan.

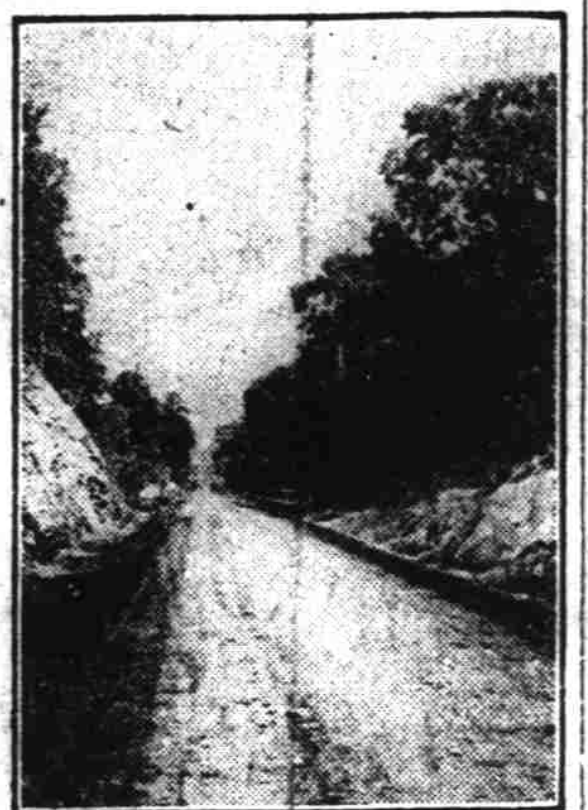
The only case in which the roads can be built by the state without the full and hearty co-operation of the counties or townships is where the state pays the entire cost of building and maintaining the roads. Most of the laws provide that state aid shall not be granted until the application of the local authorities has been approved by the state engineer, which enables the engineer to exercise a sort of supervisory power over the selection of the roads to be improved, to the end that the various roads throughout the state shall conform to a general system.

All surveys, plans, specifications and estimates for state roads and bridges should be made by the state highway engineer's office, thus insuring uniformity and a high degree of excellence. All improvements to cost over, say, \$2,000 should be let to contract, as it has been found that this means economy both in time and money and with proper supervision will usually give better results than could be obtained otherwise.

Some of the states provide that the whole cost shall be paid in the first instance by the state, the counties or townships being required to reimburse the state for their share at a fixed time after the road is improved.

Bridges and culverts should be considered as a part of the road and the state should aid in their construction within proper limitations in the same manner as for the road itself. When the work is let to contract the contractor must of necessity advance money in the performance of his contract and is therefore entitled to receive partial payments thereon as the same progresses, but not over 85 per cent of the contract price of the work should be paid in advance of its full completion and acceptance.

The state highway engineer should be required to keep all roads built by the aid of the state in proper repair, the total cost of such repairs to be paid by the state, the counties and townships to reimburse the state in the same manner as for the construction of the road. The reason for this is that road maintenance is of as great or even greater



A STATE ROAD IN CONNECTICUT.

Importance than road construction, and the best roads if neglected soon go to ruin.

It is utterly useless to establish a state highway system without at the same time providing an adequate source of revenue. Unless there is a surplus in the treasury for this purpose a special tax should be levied or a state bond issue should be authorized. On the theory that automobiles are destructive to improved roads most of the state aid states provide that the proceeds of automobile licenses over and above the expenses connected with issuing such licenses be applied to the state highway fund and used for the purpose of constructing and maintaining the roads.

## We Know

You must use the columns of the HONOLULU STAR-BULLETIN if you plan to reach the people of Honolulu and the Territory as a whole. We can say this without prejudice to any other advertising medium.

On Saturday, Aug. 10, the HONOLULU STAR-BULLETIN issued 5050 copies. Of this number there were no "left-overs" for office files. The records are open to anyone who wishes to be shown.

The popularity of this newspaper is a subject for universally favorable comment. We give full value to the reader and the advertiser.

Those who wish to reach the business man and the buying public, are losing money if they fail to invest in Honolulu Star-Bulletin advertising.

### UNCLE SAM FROWNS ON POSTOFFICE FLIRTATIONS

Portland's postoffice will not be permitted to become a rendezvous for clandestine meetings, nor the medium for promoting waywardness of young girls and frivolous wives, says the Portland Telegram. A check is to be kept on the general delivery, to see that all who have been using this medium for improper purposes shall stop. For several years the individual postmasters, including those here, have fought to prevent girls getting mail at the general delivery, and to stop both men and women who make it a practise of receiving mail there which they do not want to go to their homes. Postmaster General Hitchcock has sanctioned the effort in an order issued at Washington, and has authorized the postmasters to demand a written reason of any suspicious person who persists in the use of the general delivery.

The department should go further, said Postmaster Merrick today. "An order should be issued that no one can get mail through the general delivery for a greater period than 30 days. This period would enable all to get a suitable address where mail should be sent. There is no excuse for a person getting mail at the general delivery, the work at which costs the government more than to deliver by carrier."

Young girls who want to correspond with men without their parents' consent, are the worst offenders. They are numerous in the general delivery corridor, and it is for the protection of them that the greatest effort is made. In addition to receiving mail

at the general delivery, these young wayward girls often make dates to meet men at the postoffice. Married women, who are corresponding with men, are frequenters of the general delivery, and often receive mail under assumed names. Occasionally a staid business man who has an office and residence, is found frequenting the general delivery, signifying that he is getting mail which he does not want the family or office force to know about.

All these classes are contraband, so far as the government's purpose goes in distributing mail, and whatever the postmaster may do to stop the practice will be backed up by the attorney general.

Everything in the printing line at Star-Bulletin, Alakea street; branch, Merchant street.

## CHAMBER OF COMMERCE ACTS TO IMPROVE PORT ACCOMMODATIONS

Would Complete Harbor Dredging, Build More Wharves and Induce Government to Station Revenue Cutter at Honolulu—Annual Meeting Next Wednesday

Action to secure from Congress the full amount necessary for completing the dredging of Honolulu harbor, to ask the Legislature for sufficient appropriations to provide Honolulu harbor with adequate wharf accommodation and to obtain from the United States government the permanent stationing of a revenue cutter at Honolulu, was the more important business done at the meeting of the trustees of the Chamber of Commerce yesterday afternoon.

President E. I. Spalding, Secretary H. P. Wood, George W. Smith, E. E. Paxton, Ernest H. Wodehouse, Albert Waterhouse and Frederick Klump were present.

S. M. Ballou, in accordance with a request from the body, was appointed as national councillor of the Honolulu Chamber of Commerce to the Chamber of Commerce of the United States of America.

William G. Cooke of New York by letter accepted his appointment as the Chamber's delegate to the International Congress of Chambers of Commerce in Boston in September, and in this connection a letter was read from R. J. Bottomly, the Boston secretary of the Congress, containing the following cordial passage:

"On behalf of our local committees, let me assure you of the great pleasure with which we shall look forward to the opportunity of welcoming the delegate of the Honolulu Chamber of Commerce here in Boston next September. We hope also that it will prove possible for him to participate in the tour of some of our largest cities at the conclusion of the official sessions in Boston."

To Complete Dredging. Secretary McClellan wrote from Washington urging the Chamber to secure from the local army engineer an estimate of the full amount necessary to complete the dredging of Honolulu harbor, estimated at \$600,000, in a report by a committee of the Chamber formerly sent, so that Congress might be asked to make the appropriation accordingly.

Mr. Paxton agreed very fully with Mr. McClellan's urgency and, in answer to an inquiry from the chair, suggested that the committee on harbors and transportation wait on the engineer rather than send him a formal letter from the chamber.

President Spalding adopted the

suggestion, stating further that he was treating the matter in his annual report to be presented next week.

Mr. Wood remarked that the San Diego people were abolishing harbor dues and reducing all other charges to shipping to the lowest possible limit.

Mr. Paxton, in speaking on the subject, said that one of the most important matters that should be brought to the attention of the next Legislature was that of completing the wharf accommodation of Honolulu harbor. Honolulu was in no position to bid for any additional business that might come from the Panama canal. Steamers were not going to make this port of call if they were to be subjected to delay, or if there were not sufficient facilities for handling freight here.

Letter of Condolence.

At the suggestion of the president, a motion was carried that a letter of condolence on the death of the Emperor of Japan be sent to the Japanese Consul General.

It was decided to call the annual meeting of the Chamber for Wednesday next at two o'clock p. m., and the president was authorized to appoint a committee to nominate a ticket of officers and trustees.

President Spalding recommended to the committee on harbors and transportation that it take up the matter of agitating anew for the permanent stationing of a revenue cutter here. The importance of this subject was emphasized during the Inter-island strike, when a revenue cutter would have come in opportunely for carrying the United States mails. There was possibility of emergency at any time when the presence of a revenue cutter here would be of great assistance.

BOWEL COMPLAINT IN CHILDREN

Children when teething are liable to attacks of diarrhoea and this trouble, especially in warm weather, should never be neglected. The best medicine in use for ailments of this kind is Chamberlain's Colic, Cholera and Diarrhoea Remedy. When reduced with water and sweetened, it is not unpleasant, which is of great importance when giving medicine to children. For sale by all dealers. Benson, Smith & Co., agents for Hawaii.

## THE OUTLET

PERPETRATED BY WALT McDUGALL

WONDERFUL EFFECT OF MUSIC UPON FARM ANIMALS AS REPORTED BY U.S. AGRICULTURAL BULLETIN NUMBER

J. GILBERT HICCOX REPORTS THAT A PHONOGRAPH INCREASED HIS MILK YIELD 25 PER CENT.



HORACE KETTLEBOTTOM OF POTSDAM INCREASED THE EFFICIENCY OF HIS PLOWHORSES BY THE USE OF A CORNET



SANDY MAC GOSH FOUND THAT HIS BEES RESPONDED INSTANTLY TO SCOTCH AIRS ON THE BAGPIPES.



HERMAN PICKLEFOOT OF TUXEDO CAUSED HIS HENS TO MOULT QUICKLY AND RESUME LAYING BY HOURS OF ZYLOPHONE SOLOS.



CY GELWICKS OF ST. THOMAS, CAN. CURED NERVOUS HYSTERIA IN POLAND HOGS WITH JEW HARP SELECTIONS AT NIGHT.



FRANK HAMMILL OF ABSECON, N.J. OWES HIS SUCCESS IN OYSTER CULTURE TO FLUTE MUSIC AT LOW TIDE.

